

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

Rejected communications will not be returned.

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Volume XXXVIII, No. 255

AMUSEMENTS THIS EVENING.

- NEW LYCEUM THEATRE, 14th street and 6th av.—NOTRE DAME. METROPOLITAN THEATRE, 535 Broadway.—VARIETY ENTERTAINMENT. BOWERY THEATRE, Bowery.—HANDSOME JACK—MAKERS FOR LIAR. MRS. F. B. CONWAY'S BROOKLYN THEATRE.—HARRIS. TONY PASTOR'S OPERA HOUSE, No. 201 Bowery.—VARIETY ENTERTAINMENT. WOOD'S MUSEUM, Broadway, corner Thirtieth st.—E. B. MCGILLICUDDIE, ALEXANDER AND SYDNEY. WALLACK'S THEATRE, Broadway and Thirtieth street.—COLLEGE BOYS. BROADWAY THEATRE, 728 and 730 Broadway.—OPERA HOUSE.—LA GRANDE LUCERNE. OLYMPIA THEATRE, Broadway, between Houston and Bleeker st.—SWEET THE SAILOR. THEATRE COMIQUE, No. 514 Broadway.—VARIETY ENTERTAINMENT. UNION SQUARE THEATRE, Union square, near Broadway.—THE BELLES OF THE KITCHEN. NIBLO'S GARDEN, Broadway, between Prince and Houston st.—THE BLACK CROSS. GRAND OPERA HOUSE, Eighth av. and Twenty-third st.—WANDERERS. BOWERY THEATRE, Sixth av. and Twenty-third st.—RIP VAN WINKLE. PARK THEATRE, Brooklyn, opposite City Hall.—MONEY. ROBINSON HALL, Sixteenth street.—THE ROYAL MARINETTES, Matinee at 3. BRYANT'S OPERA HOUSE, Twenty-third st., corner 4th av.—NEGRO MINSTRELS, &c. HOOLEY'S OPERA HOUSE, Court street, Brooklyn.—SAN FRANCISCO MINSTRELS. ASSOCIATION HALL, 23d street and 4th avenue.—THE ROYALTY OF OFFICE. BAIN HALL, Great Jones street, between Broadway and Bowery.—THE FLORENCE. CENTRAL PARK GARDEN.—SUMMER NIGHTS' CONCERTS. AMERICAN INSTITUTE FAIR, 54 av., between 63d and 64th streets. Afternoon and evening. NEW YORK MUSEUM OF ANATOMY, No. 618 Broadway.—SCIENCE AND ART. DR. KAHN'S MUSEUM, No. 688 Broadway.—SCIENCE AND ART.

TRIPLE SHEET.

New York, Monday, Sept. 15, 1873.

THE NEWS OF YESTERDAY.

To-Day's Contents of the Herald.

- "THE CENTRES AND CURRENTS OF TRADE: THE TRANSPORTATION QUESTION: NEW YORK AND HER RIVALRY"—LEADING EDITORIAL TOPIC—SIXTH PAGE. A BATTLE IMMINENT BETWEEN THE SPANISH REPUBLICAN FORCES AND THE CARLISTS AT VERGARA! THE LATTER WEAK IN NUMBERS, BUT STRONGLY INTRENCHED.—SEVENTH PAGE. TURKISH PRECAUTION AGAINST THE CHOLERA! FRENCH STEAMERS QUARANTINED.—EIGHTH PAGE. THE BOURBON SUCCESSION IN FRANCE, IN THE PERSON OF LOUIS SEVENTEENTH, TO BE PROSECUTED BY M. JULES FAYRE! A SAD YET REMARKABLE HISTORY! INHUMAN TREATMENT OF THE SELF-STYLED DAUPHIN.—THIRD PAGE. YELLOW FEVER SPREADING! TERRIBLE HAVOC BY THE EPIDEMIC.—TENTH PAGE. NEW CLEWS TO THE TAND-AND-FEATHER OUTRAGE AT HUNTINGTON, L. I.—MORE OF THE REMAINS TO BE SOUGHT FOR! FACTS THAT WILL STAGGER THE COMMUNITY.—SEVENTH PAGE. PRESIDENT GRANT'S APPOINTMENTS IN THE DISTRICT OF COLUMBIA ARISING FROM HONEST INDIGNATION! THE COMING COUNCIL WITH THE REDSKINS.—SEVENTH PAGE. AN AMERICAN ARRESTED AT CARDENAS, CUBA, CHARGED WITH UTTERING COUNTERFEITS.—SEVENTH PAGE. ALL OF THE WHEAT AND SOME CHAFF FROM THE SERMONS YESTERDAY! AN EXCURSION TO HEAVEN! SUBURBAN SERVICES.—FOURTH PAGE. THE VACANT CHAIR! OPINIONS OF PROMINENT MEMBERS OF THE NEW YORK BAR ON THE QUALITIES NECESSARY IN A CHIEF JUSTICE AND THE MERITS OF THOSE WHO ARE OR SHOULD BE ELIGIBLE.—FIFTH PAGE. THE MEXICAN WAR HEROES' ANNIVERSARY.—ART MATTERS.—THIRD PAGE. AQUATIC STRUGGLES! COMING REGATTAS AND NEW COURSES.—TENTH PAGE. THE JERSEY TAXPAYERS AND THE LATER TAMMANY! VENALITY "WORSE THAN HIGHWAY ROBBERY"—THIRD PAGE. THE PAST AND THE PRESENT OF THE AMERICAN MONEY MARKET! DEDUCTIONS FROM THE SEVERE PANICS OF 1857 AND 1867! BUSINESS OF THE PAST WEEK.—THE FATAL CAR HOOK AGAIN.—EIGHTH PAGE. A REVIEW OF RECENTLY PUBLISHED BOOKS.—THE FEDERAL OFFICES.—FIFTH PAGE.

THE SLAVE TRADE IN BRITISH VESSELS continues, in spite of the much vaunted humanity of England. It is not long since that we were informed of this nefarious business being vigorously prosecuted on the Pacific Ocean by Englishmen. The trade was in islanders of the Pacific and for British colonists of Australasia. Now we learn by telegram from London of a case of slave-trading and its consequences that are horrifying in the extreme. A cruiser had captured in the Indian Ocean a slave ship which had taken three hundred slaves on board, out of which number two hundred and fifty had died! True, it is not said in the despatch that the slave was a British vessel, but from what had lately occurred on the Pacific it is fair to presume she was. While the government is to be commended for its vigilance in pursuing the slave trade, it is evident that British traders care more for making money than for humanity or the public sentiment of the world.

"A LITTLE MORE GRAPE."—One of the most interesting features in the celebration today of the anniversary of the surrender of the Mexican capital to the American forces under General Scott will be the presence of the famous Bragg's battery, which did such grand service at the battle of Buena Vista, and which gave rise to the well known saying attributed to General Taylor, "A little more grape, Captain Bragg." Here is Bragg's battery, but where is "Captain Bragg himself?"

The Centres and Currents of Trade—The Transportation Question—New York and Her Rivals.

While the whole country is interested in the question of cheap transportation between the interior and the seaboard the farmers of the West and the merchants of New York have the deepest interest. The farmers, because they have an enormous surplus of produce that cannot reach a market in consequence of the high rates of freight, and our merchants, because outlets of trade are being developed in other directions that may affect the prosperity and progress of this commercial metropolis. In this matter the interests of the farmers and our merchants should be identical, but if the farmers can find a cheaper outlet for their produce, and, consequently, a readier and better market by Canada or any other route, they are not likely to come to New York to sell, and would buy most of their merchandise, probably, where they might find the best market for their produce. New York, through its capital and established trade, has great advantages which cannot easily be overcome, but in the end the cheapest and most favorable routes of commerce will be adopted. It will not do, then, to be idle and indifferent, or to depend either upon the prestige of the past or present commercial supremacy, while rivalry, with decided local advantages, is springing up.

The meeting at the Cooper Institute on Wednesday evening showed that the merchants of this city have got some idea of the importance of the subject and a necessity for action. Still, it was evident the commercial classes and wealthy citizens are not aroused as they ought to be. There was a great parade of respectable names and large business firms to the call for the meeting, and it was said five hundred millions of capital was represented, yet the assemblage was not a remarkable one, the hall was not full, nothing practical was devised, a few tame speeches were made upon "glittering generalities," and the whole affair seems to have been engineered by a few old fog politicians. This is not the way to meet the issue that is looming up all over the country or to secure the commercial supremacy of New York in the future. Let us hope, however, that this was only the commencement of a greater movement, and that the business men and capitalists generally of this city will yet show more earnestness. The farmers' granges, which have risen up rapidly and are increasing in number and influence daily, have forced this question of transportation upon Congress and the politicians, and the latter, seeing the power of these organizations, are on the alert to make political capital out of the movement. A committee of the United States Senate was appointed to investigate and report upon the subject, and this committee was at the Cooper institute meeting on Wednesday night, and has since been taking testimony in this city. So far the evidence, as published, is from the freighting companies and agents and those interested in the railroads, and is one-sided. The gentlemen examined frankly acknowledged that the screws were put on the farmers and country merchants whenever there was a pressure for forwarding produce. In other words, the freighting companies and railroads impose the highest rates they can when there is a chance. This is the very state of things the farmers and merchants justly complain of, and for which they are seeking a remedy.

The whole country, as was remarked, is interested in this question of cheap transportation; for whatever promotes trade, stimulates exports and increases production adds to the national wealth and well-being. We have always, particularly in the West and South, a superabundance of products of the soil, and the more of these we can send abroad the less gold will be exported, the more will the balance of trade be in our favor and the better every way will be our financial condition. As the farmers prosper through finding a market for their produce, which implies cheap transportation to the seaboard, more merchandise will be imported, and thus the trade of New York and other cities will be improved and the revenue of the government be increased. Commercial movements, as well as the good condition of the national finances, depend greatly upon the prosperity of the farming interest. If the farmers are cut off from a market by insufficient means of transportation, by exorbitant railroad charges to pay interest on fictitious capital, by forestallers or combinations to realize enormous profits, or by other causes, the whole commercial and financial interests of the country are injuriously affected, and those of New York particularly, because this city is the centre of commerce and finance.

We do not suppose that Montreal, Portland, Boston, Philadelphia, Baltimore or any other place is going to supersede New York as the great commercial emporium of the American Continent. However much trade may be increased in any of these cities, or their direct trade with the West be promoted through opening or extending lines of railroad and canal communication with that section, the result would be beneficial to this city. The Baltimore and Ohio Railroad or Canal may be extended so as to tap the vast trade of the Ohio and Mississippi valleys; the Pennsylvania Central, with Tom Scott at its head and with all the stupendous railroad combination under him to assist, may make connections to the Mississippi and beyond, to the Gulf of Mexico or even to the Pacific, and lines of steamships may be started in connection with these enterprises; yet all these will be only feeders to the commerce and financial power of New York. The more Baltimore and Philadelphia may profit by these internal improvements and connections the better it will be for New York. The same may be said of other commercial cities. To some extent, however, we must except Montreal. That is not in the United States, is under a different revenue system, has some peculiar advantages, and, under British patronage, rivalry and jealousy, is making extraordinary efforts to draw the trade of the West down the St. Lawrence and from New York. Vast capital is being used for that purpose. The construction of costly docks and great expenditures in enlarging the Welland Canal show the aims of the British government and the colonists. If a ship of a thousand tons or more can go from Chicago or any other port of our great interior lakes to Montreal and reship her cargo there at small expense, or go even to Europe without breaking bulk, every one must see the advantage of this cheap water route. The only way to check this impending

rivalry is either to draw off the trade by the way of Lake Champlain and the Hudson, or to open greater and cheaper facilities by the Erie Canal and freight double-track railroads between New York and the Far West. These improvements would also prevent much of the direct trade being diverted by the way of Philadelphia, Baltimore or other points in the United States.

But, apart from these works, much may be done in this city to lessen the cost of handling produce and merchandise. Carriage and transshipment, with expensive dues and commissions at this port, swell the cost on produce unnecessarily and very injuriously. Then there is not shipping enough for a healthy competition, or even to carry the produce in the market or that would come to it. Our shipbuilders and merchants should build more vessels, and Congress ought to give all the encouragement possible to shipbuilding. Above all, a wide ship canal, of the greatest depth, with a system of docks and basins, should be made between the North and East rivers through Spuyten Duyvil Creek and the Harlem River. The whole railroad system centred at New York, and even from New Jersey, by a bridge across the Hudson, should be brought to that point and in connection with the shipping. Produce and merchandise could then be transferred at little cost from railroads and canal boats to ships and from ships to the railroads. Warehouses might be constructed at the water's edge, the same as at the docks in London and Liverpool, and the railroads could load at the spot. Such improvements, together with those projected on our river front, on both sides of the island, and others now being executed at the upper part of the city, would soon make New York the pride of the country and the world, and would go far to perpetuate its commercial supremacy. Instead of speechmaking twaddle we want work, great measures and a liberal expenditure of money. These necessary improvements in the commercial metropolis are intimately connected with the question of cheap transportation and a ready market for the produce of the West.

The Progress of the Diana Arctic Expedition.

We published a few days ago the interesting tidings of the progress of the English yacht Diana, on her North Polar exploration via Spitzbergen. The Diana is a powerful screw steamer, specially fitted to battle with the Arctic ice, and is under the command of the veteran explorer, Mr. Leigh Smith. At the last accounts, dated July 4, the Diana was in the very bay where Parry left the Hecla, in 1825, to make his celebrated treadmill journey on the ice northward, and where Mr. Smith was then awaiting the close of the ice-drift season to force his way, if possible, to the Pole itself.

This daring endeavor is one of the most promising now in progress to enter the mysterious region of the Arctic basin. Spitzbergen may be regarded as a narrow neck of land between two great oceans—the Circumpolar and the Atlantic. On the western side the great Polar, or ice-bearing current, descends to lower latitudes, while off the eastern coast the warm drift of the Gulf Stream water distinctly reveals itself to the thermometer. Ships which have been beset in ice between Spitzbergen and Greenland have been found to drift to the southwest at the rates of 182 miles in thirteen days, 120 miles in fourteen days and 1,300 miles in 108 days—i. e., at an average rate of about 12 miles a day. Early in July, as during the winter and spring, this icy water maintains the frigid conditions over Northern and Western Spitzbergen; but the summer sun soon after becomes too powerful, and the temperature rises very high. On the 16th of July, 1861, Blomstrand found the mercury over 60 degrees Fahrenheit in that high latitude, and by the last of July or the 10th of August the weather is usually warm, and what is more for the explorer, the liquefaction of the ice is nearly over, and the seas are comparatively open. Parry declared, after having been buffeted in July, 1825 (by the ice on which his sledges travelled moving southward as fast as he moved northward) that on the 10th of August the seas were iceless, and if he had only waited till then to make a ship voyage he believed he could have made the highest latitude attainable. There can be little doubt that if the great navigator at the close of the ice-drift (which had previously baffled and worn him out) could—say on the 5th of August, 1828—have stepped on board a powerful screw steamer like the Diana, he would have met little or no ice obstruction, and, so far as ice-drift was concerned, might have steamed in a few days to the Pole itself, in the interim of the complete breaking up of the old ice and the formation of the autumnal ice. He might, indeed, have encountered land a few hundred miles north of Spitzbergen, but he would have had one or two weeks to cross it by sledge before the new ice of September sealed up the sea behind him and cut off his retreat southward. What Parry could apparently have done so easily with a steamer, and what he himself declared he could have easily done, in 1825, if he had known that the ice-drift is over in August, it seems highly probable Mr. Leigh Smith will now do. The high latitude attained by steam in the Polar is (higher than Kane or Hayes ever attained by sledge journeys) would argue that "the conquest of the Pole" is reserved for steam.

The Yellow Fever—An Appeal from Shreveport.

The rumors which for some time past have been in circulation regarding the existence of yellow fever in the Southwest, it now appears, have been too well founded. It is now admitted that it prevails in certain portions of the city of Memphis, and at least thirty persons in that city have fallen victims to the fatal malady. At Shreveport, La., the disease seems to have broken out with great violence. Most of the telegraphic operators have been stricken down by it. A panic has fallen upon the people, and the little town is deserted. The Mayor of the town, in a telegraphic despatch to Washington to Senator West, says:—"The poor are nearly all on our hands. No money in the city treasury. All pecuniary aid will be thankfully received. Fever increasing." A later despatch states that there are six hundred persons sick, and that up to this time one hundred and forty-six unfortunates have died. The sudden change in the weather from heat to cold has increased the rate of mortality. A more alarming state of

things can hardly be conceived. We call upon the public to come forward at once to the relief of these unfortunate people. We do so with the full conviction that the response will be prompt and equal to the occasion. With Chicago and Boston fresh in our memories, we cannot believe that Shreveport will be left one day without relief. From Mobile we learn that the Advisory Board of Health has instructed the Mayor to issue a proclamation quarantining New Orleans, so far as local travel is concerned. This example should be followed at once wherever there is any possibility of communication with the infected districts. Our local boards of health must take action at once, for the public will not hold them guiltless if the disease should find its way into New York or any of the neighboring cities.

The Ministers' Messages.

Two Sabbaths would seem to be too many on a stretch for the ministers to hold up Jesus and his salvation and nothing else to dying men and women. Last Sunday our sermon budget contained specimens of the doctrinal, pointed and practical sort. We cannot so heartily endorse the doctrines or sentiments of those which we lay before our readers to-day. It is not the best way in the world, even for a Frenchman, to stand up before a Huguenot congregation and abuse the Pope and the Catholic Church, and predict a repetition of the scenes of anarchy and disorder in this country that have made France a hissing and a byword among the people. Converts are never gained nor are they retained in that way. We have no more fear that American Catholics will massacre their Protestant fellow men than we have that Protestants will slaughter Catholics. Nor have we any fear that our institutions are to be overturned or injured by the arrival of sixty nuns and as many Sisters of Charity and twice or thrice as many Jesuits in one week. If Protestantism is not as inherently weak as Catholicism, if it has not as much vital truth in it as Romanism, let it go under. The truth will live and grow, no matter under what name or form, and we are much more contentions for the truth, wherever it is found to exist, than we are for the forms and conditions under which it may exist. If our French brother and all others of like tastes will therefore preach the truth in love, they will be more likely to accomplish something for God and religion than they will by abusing men and women who are at least as sincere and earnest in their belief as those who do abuse them.

These remarks will appear the more pertinent if the reader will turn from the sermon or conversation, as it may be called, of the Rev. Dr. Verron in L'Eglise du St. Esprit to that of Rev. Father McCready in St. Stephen's church. Here is a sermon full of practical thought, of scriptural doctrine, of exalted sentiment—sin as opposed to holiness, man, the sinner, arrayed against God, the beggar raising his hand in rebellion against the Benefactor who supplies that hand with all the blessings of life and health. Can anything be more ungrateful, insulting, malignant? We should, as Father McCready suggested, shrink from the very idea with fear and horror. And who shall recount the terrible effects of sin, not only in the life to come, but here and now? These were the thoughts presented by Father McCready, and which his hearers should ponder well in their hearts, and give over their resistance to the Divine will and commands henceforth and forever.

If our own sense of honor would not lead us to render gratitude to God, to be obedient to the heavenly calling, Christ's love for us as manifested in His holy life and in His vicarious death should draw out our sincerest gratitude, our intensest love. Mr. Hepworth therefore sought yesterday, by contrasting the Savior's unselfish love with the highest manifestations of that passion among men, to win for Jesus the love of some who heard the Word.

Mr. Talmage delights in pictorial representations. They are probably natural to him; but men of strong and fervid imaginations are apt sometimes to be a little extravagant. Mr. Talmage is, of course, no exception. And when, in his picturing of the bliss and glory of heaven, he makes the angels rejoice when a Christian is by some fatal accident brought into their midst, he is illogical as well as extravagant. We don't sympathize much with any minister of religion who thinks that he cannot exult heaven enough unless he belittles earth. There is no need of it. This world is good enough. It serves the purposes of God for most of us, but not one man in a million would desire or wish to stay here forever. We are all longing and looking for something better, however well satisfied we may be with this world. But until men can be led to see that there is a better it is not natural for them to give up the good they enjoy of all their labors in this life. Nor should they be expected to do it.

Very pertinent, indeed, was the remark made by Dr. Cuyler yesterday, that we find more things burst than cotton balloons. Christian professions are exploding. How many of them have exploded within the last year or eighteen months all over our land? How many outwardly godly men have been found wanting in integrity when the temptation took them at their weakest point? There is only one remedy, Dr. Cuyler thinks, for insincerity, and that is, to seek from God reality. It is harder to be a genuine hypocrite than to be a Christian. Of course it is; and those who try it know it is so.

The claims of African evangelization were presented in Plymouth church yesterday by Rev. Mr. Streebick, who declared that the colored race in America has increased more than half a million since the war closed. This, if true, is bad for the old pro-slavery argument that freedom would prove the destruction of the negro; but it is good for the negro, and, if Mr. Streebick's conjectures are good, for Africa also.

Dr. McGlynn, of this city, preached at the dedication of St. Joseph's church, Jersey City, a sermon on the nature of the Church, her stability and the ever-abiding presence of the Lord Jesus Christ with His people, and because of this presence and the power which it imparts the Church must teach all nations. And as a means to this end such edifices as the one dedicated must be built.

We are prepared to learn that on such a chilly day as yesterday there was a small attendance at the sea-side chapel of Long Branch. This, however, did not hinder Rev. Mr. Lincoln from preaching about the

great salvation and telling the silk-robed dames and their millionaire husbands that there is no royal road to heaven, and that if they ever get there they must go by the very same gate and along the same narrow way that their servants and their maids enter and travel. It may be humiliating, but it is true, and there is no escape from it if they desire to get into heaven at all. The other road is broad, but the end leads to the pit.

Mr. Culver, of Poughkeepsie, presented some strong arguments in favor of the Bible in the schools of this State. It is, he said, the fundamental law of this Christian land, and as such should have the protection of the State. Religion and morality being essential to the best citizenship, the State should furnish these, and the Bible, being the best text book of religion and morality, should be in the schools and be taught to the children and youth of the land. A sermon on this theme and at this time Mr. Culver deemed to be called for, because in his city "the Bible is banished from the schools and Jesuit servants are appointed teachers, and the Protestant citizens are without redress." In answer to the question, Have Catholics no rights? he declares fearlessly that when the Bible is at stake they have no rights which the American people are bound to respect. But, Brother Culver, when the Bible was chained to a desk in a monastery it made its own way out into the world. And, now that it is out, it is too late to chain it again. We don't believe there is any danger. Have faith in God.

Another Royal French "Claimant" for the Dauphinate.

Among the sad riddles which history has left us, that of the fate of the Dauphin of Louis XVI. is of the saddest. The case of the Tichborne claimant, at present being tried in England, presents many interesting features; but the quarrel for the estates of the old county family is a small one beside that which a well-supported pretender to the direct succession from the beheaded King could create. One of the lawyers in the early stage of the Tichborne case, when the claimant first turned up, stated his surprise that there had not been "a crop of claimants" long before. With the crown of France as a bait, and the old capetian line of kings behind, it is little to be wondered at that many pretenders were found. Among these, most of whom are long since dead, was one who was known in the respectable business of watchmaking as Naimdorf, of Spandau, but who afterwards styled himself Duke of Normandy, after the style and title of the little Dauphin who was handed over to the tender mercies of Simon, the cobbler, after his kingly father and queenly mother had been slain upon the guillotine. In another part of the HERALD a résumé of the case will be found based upon the pamphlet of the Count Gran de la Barre, who stands in a literary sense sponsor for the Pretender. But Naimdorf, or Capet, or Duke of Normandy, as he may have been, this Pretender died in 1845, and his children are now the claimants to the position which the Count de Chambord at present holds—namely, head of the Bourbon family and (by divine right) King of France. His case, to be pushed before the French Court of Appeals, will be championed by the able advocate Jules Favre, and the claim receives the countenance also of Louis Blanc. If it comes into court, and is not smothered, as cases often have been in France, it will eclipse the Tichborne case, as the High Sheriff Tichborne at the death of Elizabeth was snuffed out with a baronetcy by James I., whom he proclaimed. This is said to be a favorable time for the trial, as it is very doubtful whether the privilege of being head of the Bourbons is worth much. The surroundings of the case are romantic, and we may expect much learning and ingenuity being brought to bear on their development.

THE SENATE TRANSPORTATION COMMITTEE is about to take a perambulating tour in the western part of this State and over other parts of the country. Judging from the synopsis of the evidence taken here, as published, it does not appear that this committee has accomplished much. The arguments and statistics furnished by the railroad and freighting companies and their agents and advocates are one-sided and bewildering. We hope the Senate in appointing this committee had the honest purpose of probing the evil that undoubtedly exists and of applying a remedy, but we are not without fear that the object is more to appease and delude the Western farmers and others who are moving for cheap transportation. We advise the committee to ascertain how much fictitious capital, over the actual cost of the railroads, the people of this country are required to pay interest on in the shape of freight charges and passage rates, for herein lies the greatest amount of the evil.

GOOD FOR THE REPUBLICANS—The renewed and bitter war between the democratic factions of Apollo Hall and Tammany Hall. It is not exactly in this case according to the proverb that when rogues fall out honest men get their dues, for the republicans are about as bad as their opponents; but it is a fact that by the quarrels and rivalry of the democrats the republicans are likely, though in a minority, to keep control of this democratic city. What do these hungry politicians care about principles, of which they talk so much, or of the welfare of the city? The scramble for office and the spoils by these corner grocery politicians is disgusting to respectable people. When will our best citizens do their duty and rescue this metropolis from these schemers and spoliemen of both parties?

PERSONAL INTELLIGENCE.

- Mrs. Edwin M. Stanton is convalescing. The Countess De Dion is at the Clarendon Hotel. Revery Johnson is a guest of the Fifth Avenue Hotel. Colonel F. G. Stewart, of England, is at the Fifth Avenue Hotel. General A. P. Field, of New Orleans, is at the St. Nicholas Hotel. William G. Fargo has been elected President of the Samana Bay Company. Governor H. W. Furness, of Nebraska, is domiciled at the St. James Hotel. Rev. Alexander Bennett, of Scotland, is sojourning at the Sturtevant House. Charlotte Cushman is at Lenox, Mass., the once favorite residence of Fanny Kemble Butler. Inspector General D. B. Sackett, of the United States Army, arrived yesterday at the Fifth Avenue Hotel. A French lady, hearing that a tunnel cost \$500 francs a yard, importuned her husband to buy her a dress of that material. Mr. Briggs, Mr. E. W. Wadsworth, a British Naval Re-

serve to be formed from the Nova Scotian and other British North American mariners. After sixteen years of poverty and toil, Mrs. Knight, of Milwaukee, has discovered in a secret drawer a \$10,000 life policy left by her husband. The Rev. George Rose, seceded from the Church of England and has been baptized by Mr. Spurgeon. The recent Bennett judgment made this Rose discent. Charles Maccaister, of Philadelphia, has presented to the city of Minneapolis, Minn., a gift of property worth \$100,000 or more for educational purposes. The police of Algiers have sent notice to Paris and the principal towns of Europe of a great robbery of jewels at Bona, to the prejudice of a lady of high rank in the French African colony. Bishop Ketteler, of Friburg, Germany, has refused to obey a citation from the correctional police, and declared that he recognizes no other chief than the Pope and no other authority than his. The Rev. Isaac Goddard, curate of the Catholic chapel at Chislehurst, England, has received a special blessing from the Pope for his sermon preached on the 15th ult., the day of the *Fete Napoleon*.

The St. Louis Globe states that General James Shields, of Carrollton, and Colonel A. W. Doniphan, of Liberty, Mo., have been invited to deliver addresses at the convention of Mexican veterans on October 1st.

Mr. Alfred Smees, of the Bank of England, publishes that country cats will not drink London milk. Some London commentators on the story remarked, 8-moo-yow, and others said it lacked all the elements of truth.

It has been incorrectly stated in some of the newspapers that the reunion of the Army of the Cumberland will be held at Pittsburg on the 17th of October. This is a mistake. The meeting will take place on the 17th and 18th of the present month.

Rev. J. H. Chapin, Professor of Geology and Mineralogy and Financial Secretary of the Lawrence University at Canton, in this State, has just returned from a six months' tour of Europe, in which he has visited every nation and its capital, save Spain and Portugal.

JEW'S CHARITY.

Conservation of the Jewish Hospital in Philadelphia—Imposing Ceremonies—\$15,000 Subscribed on the Spot.

PHILADELPHIA, Sept. 14, 1873. The Jewish community of Philadelphia has been on a pilgrimage to-day. Old and young, rich and poor, orthodox and reformers—all went to see the new Jewish hospital, to witness its consecration, and offer their mite at the shrine of Charity. They came by horse cars, by steam trains, in carriages and stages, not in procession nor led by ecclesiastical functionaries, but impelled by the deep interest which they all seem to take in the noble institution, initiated, maintained and supported by them. The consecration of the new hospital has been the talk here for weeks, and as early as eight o'clock in the morning the visitors or pilgrims commenced to arrive. The ceremonies proper commenced at noon by the recitation of the evening prayer at the chapel attached to the institution. It was intoned by Rev. Mr. Frankel, the oldest Jewish preacher in the city, and his voice was tremulous with emotion when he chanted for the first time in the sacred halls devoted to charity the sublime words of the Hebrew prayer. He was assisted by his colleagues, the cantor and officiating clergymen in the various synagogues. To each of them some part of

THE CONSECRATION CEREMONY was assigned by the recitation of special prayers for the government, the institutions of the country, the inmates that are to be the beneficiaries of the institution and those that labored in its erection and support. After the services the crowd dispersed among and the buildings and grounds, and not a few visited the altar, where the GOLDEN BOOK OF LIFE had been opened for the inscription of the visitor's name, with such a contribution as each felt fit to make. This book had been donated by M. Morgenthau, of New York, who had presented similar books to the charitable institutions of New York and Baltimore. The list of subscriptions was headed by the directors, who subscribed the magnificent sum of \$8,700; others followed, with sums varying from \$25 to \$500 each, and over \$15,000 was subscribed before the ceremonies ended. By three o'clock nearly 700 persons had filled the beautiful lawn which stretched at the rear of the buildings, where a platform had been erected for the speakers.

THE SECOND PART OF THE CEREMONIES were opened by an eloquent prayer delivered by Rev. S. Morris. He was followed by Archbishop Wolf, President of the Board of Officers, who formally delivered the ground and buildings to Mr. Moses A. Dropsie. His statement of the progress of the building as well as the interior arrangements, he delivers it into the hands of the representative of the whole association.

Mr. Dropsie, in reply, said:—"This is an elegant testimonial of the zeal, energy and devotion of the directors and of the people of this city, and has been completed in the best style which science could suggest to do most effective service in the noble work of benevolence to be devoted. There is also attached to it a home for aged and infirm Jews of Philadelphia. This spot will be for generations to come a shrine of piety and veneration."

THE JUDICIAE OF CHARITY. The next speaker, Rev. Dr. Hirsch, dwelt upon the conception of the character of the Jewish which Judaism invests it. The question was asked why a Jewish hospital was necessary. The city of Philadelphia possessed a large number of charitable institutions, but none of them were devoted to the relief of the sick and the helpless—the heroism of Joseph Sisters of Mercy that give a whole life to humanity. And as a mother generally loves an infant best which gives the most trouble to bring up, so the love bestowed upon the sick is much more intense. These persons, actuated by religion in the performance of their duty, are to be commended to assume the physical pain, but to take care of the soul. Hence it is quite natural that they spare no efforts to convert the sick into the healthy, and to secure them a shelter in heaven. The patient, filled with gratitude, and desiring to be of use to our poor, we must provide not only for their bodily welfare, but their eternal salvation, and, therefore, not every Israelite should be made to provide a shelter for our sick and shield them against

THEIR WELL MEANT ZEAL OF RELIGIOUS MISSIONARIES. We may open the doors of this institution to members of other creeds because we make no proselytes. Judaism honors the convictions of others. According to its teachings every man is endowed with the heavenly light of reason and his acts will be judged before God according to the efforts made to the best of his ability. A Talmudist said that to every man the path is open to heaven. He can lift himself up by the strength of his own conscience. But every Israelite should try not only to understand the Creator of the universe, according to the understanding of the idolater. The rabbis should visit the patients, console them, pray with them, but every Israelite should be made, and without a rabbi religious functions can be performed with the same efficacy. We have inscribed on the hospital that shall be: "THE HOUSE OF THE SICK, BEARERS OF CREED, RACE OR COLOR."

and we mean that no one's religious conviction should be in the way of members of other creeds that come in here shall ask for the religious consolation of their own faith, their request shall be complied with. The reverend doctor concluded with an effective appeal on behalf of the pages of the Golden Book of Life. Mr. Ellinger, of New York, was then introduced, who in behalf of L. Morgenthau, formally delivered the Golden Book to the proper officers, and on making some brief remarks he pointed out that the Golden Book of Life is not a book to be carried out in practice the unsectarian professions made here. His first donation was to a Catholic church in Germany, his next to a Protestant church, and since he started at the New York Charity Fair the idea of the Golden Book, more than fifty thousand dollars had been subscribed by the masses of the people. Rev. Dr. Justow also addressed the assembly, and was followed by Rev. George Jacobs. The building was then open for the inspection of the public for two more days, and it is expected that a very handsome sum will be realized from those anxious to appropriate their names in the Golden Book of Life.